

海 事 處

政府船塢
香港九龍深水埗
昂船洲昂船路



MARINE DEPARTMENT

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立法會
政府帳目委員會
(經辦人：朱漢儒先生)

朱先生：

**政府帳目委員會
審議審計署署長第六十九號報告書第二章
政府船隻的採購及保養**

二零一七年十一月二十七日致海事處處長的來函收悉。海事處處長已授權我代為回覆。

隨函夾附評審採購船隻項目投標書標準評分制度（二零零九年十二月）的副本（附錄 I）和審計署報告書第 2.12 和 2.13 段（附錄 II）所述的經修訂評分制度的副本各一份，以供政府帳目委員會備考。

經修訂評分制度中的改動簡述如下，以便參考：

(a) 價格與質素比重

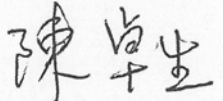
在考慮經濟效益後，經修訂評分制度的價格與質素比重已由60：40改為70：30。

(b) 評審準則

在經修訂評分制度下，質素部分的評審準則按招標要求定制，並且為清晰起見，各評審項目均加入註釋。

如需進一步資料，請與本信代行人（電話：2307 3600）或總經理／政府船塢陳銘佑先生（電話：2307 3602）聯絡。

海事處處長

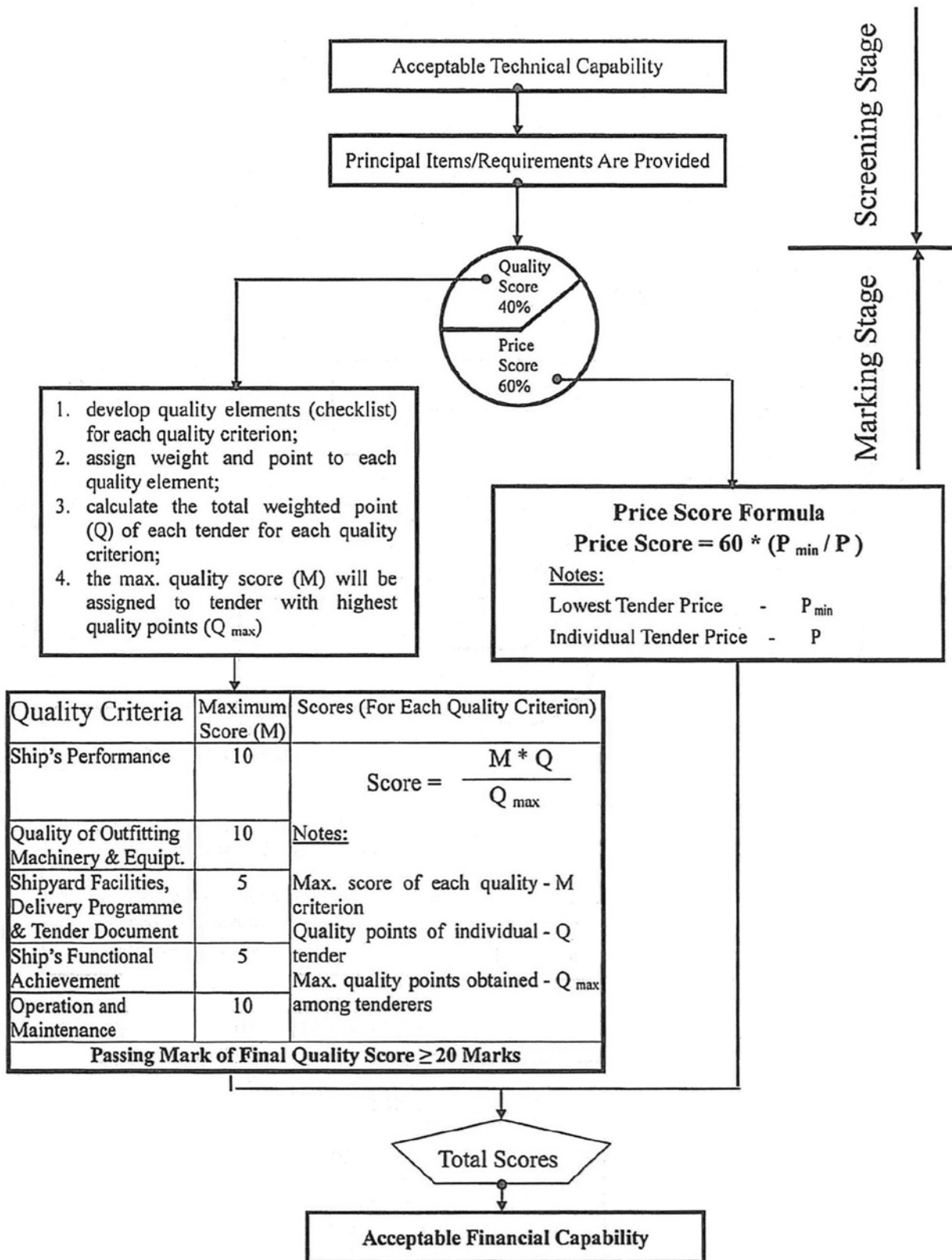
（陳卓生  代行）

連附件

副本送：運輸及房屋局局長（經辦人：甄美玲女士）（傳真號碼：2523 9187）
財經事務及庫務局局長（傳真號碼：2147 5239）
審計署署長（傳真號碼：2583 9063）

二零一七年十二月一日

MARKING SCHEME



* 委員會秘書附註：本文件只備英文本。

Annex A – Tender Evaluation and Marking Scheme

Stage 1 – Completeness Check for Technical Proposal

- 1) A Tenderer's Technical Proposal will be checked for its completeness as per Annex B (Checklist for the Completeness of Documents Submitted for Tender Evaluation).
 - 2) Any tender which fails to meet requirement of completeness check will not be considered further.
- Those tenders which have passed this stage will proceed to Stage 2.

Stage 2 – Assessment of Compliance with Mandatory Requirements

- 1) A Tender which has passed Stage 1 will be checked to verify its compliance with all the mandatory requirements laid down in Annex C (Mandatory Requirements) to this Part.
 - 2) Any tender which fails to meet any of the mandatory requirements will not be considered further.
- Those tenders which have passed this stage will proceed to Stage 3.

Stage 3 – Technical Assessment

The maximum mark is 30 and there is no required passing mark in this stage. The tender will be assessed according to the items in the following table.

Item	Items to be assessed	Criteria			Marks		Remarks			
1.	Tenderer's experience in the relevant design and construction contract(s) (Maximum marks: Range from 6 to 8 marks)	Length of Overall (LOA)	Speed	Number of contract completed	Maximum	Scored	See Note 1, 2 and 3			
					$LOA \geq L_0$ m	$\geq S_1$ knots		$\geq N_1$	M_4 marks	
								N_3	M_3 marks	
								N_2	M_2 marks	
		N_1	M_1 marks							
		L_0 m \leq LOA \leq L_1 m	$\geq S_1$ knots	$\geq N_1$	M_4 marks					
				N_3	M_3 marks					
				N_2	M_2 marks					
N_1	M_1 marks									
2.	Tenderer's capability of quality and environmental management (Maximum marks: 5)	a) The tenderer has a valid ISO 9000 Certificate as at the Tender Closing Date.			3 marks for YES and 0 mark for NO		See Note 4			
		b) The tenderer has a valid ISO 14000 Certificate as at the Tender Closing Date.			2 marks for YES and 0 mark for NO					
3.	Vessel(s) offered with speed higher than the specification (Maximum marks : Range from 0 to 6 marks)	$S_{Contract} \geq S_3$ knots			M_5 marks		See Note 5, 6 and 7			
		$S_{Contract} \geq S_2$ knots and $< S_3$ knots			M_6 marks					

4.	Vessels' general arrangement to suit user's operational need and maintenance purpose (Maximum marks: Range from 8 to 12 marks)	a) Optimisation of the overall general arrangement.	M ₇ marks		See note 8, 10 and 16
		b) Optimisation of the overall control/display console layout.	M ₈ marks		See note 9, 10 and 16
5.	Technical and logistic support for the machineries and other equipment (Maximum marks: Range from 3 to 5 marks)	a) Availability of Technical Representative in Hong Kong for the main propulsion engines.	M ₉ marks for YES and 0 mark for NO		See Note 11
		b) Availability of Technical Representative in Hong Kong for the navigational and communication equipment.	M ₁₀ marks		See Note 11 and 12
Total Technical Marks scored in this Stage (Maximum Mark is 30)					
	The calculation of weighted score of Technical Assessment	$= 30 \times \frac{\text{The Total Technical Marks of Tender being assessed}}{\text{The highest Total Technical Marks amongst the Tenders that have passed Stages 1 and 2}} =$			See Note 13 and 16

Stage 4 – Price Assessment

The maximum mark for this stage is 70. The marks scored will be calculated as follow:

Marks scored in Price Assessment (Maximum Mark is 70)					
	The calculation of weighted score of Price Assessment	$= 70 \times \frac{\text{Lowest Total Purchase Price amongst the tenders that have passed Stages 1 to 2}}{\text{The Total Purchase Price offered by the Tenderer}} =$			See Note 14 and 16

Stage 5 – Calculation of combined score for Technical and Price Assessment

Combined score for Technical and Price Assessment					
	Weighted score of Technical Assessment + Weighted score of Price Assessment =				See Note 15

Note 1: Mark(s) will be given according to the number of design and construction contract(s) completed by the Tenderer on vessel(s) of the length of overall (LOA) and the speed fulfilling the specified criteria in the past five (5) years prior to Tender Closing Date.

For example to the case N₁ = 1, N₂ = 2, M₁ = 1, M₂ = 2, if the tenderer has completed 2 design and construction contracts with LOA $\geq L_0$ m and speed $\geq S_1$ knots, 2 marks will be scored from Item 1a). If

I of the aforesaid completed contract with $L_0 \text{ m} \leq \text{LOA} \leq L_1 \text{ m}$ and speed $\geq S_1$ knots, *I* additional mark will be scored from Item 1b).

Note 2: "completed" means that the design and construction of the vessel(s) in the previous contract(s) had been completed and the vessel(s) had been delivered to the owner. All the vessel(s) delivered in the same contract must fulfil the specified criteria as stipulated in Item 1.

Note 3: The Tenderer shall provide relevant contracts and delivery acceptance documents or other equivalent documentary evidence to the satisfaction of the Government to prove its claim of the experience.

Note 4: Mark(s) will be given to the Tenderer holding the valid ISO 9000 certificate and/or ISO 14000 certificate issued by Recognised Organisation. Documentary proof to the satisfaction of the Government is required.

Note 5: Mark(s) will be given to the Tenderer who offers the Vessel(s) with speed higher than the essential requirement stipulated by the Clause 6.5 of Part VII. The higher speed offered by the Tenderer shall be the Contract Speed (S_{Contract}) and form part of the contract. Liquidated Damages as stipulated on Part B of Schedule 4 shall be applied.

Note 6: If the Tenderer does not offer the Vessel(s) with higher contract speed, it shall be deemed that the Tenderer will offer the Vessel(s) with the speed as per essential requirement stipulated by the Clause 6.5 of Part VII and no mark will be given at this item.

Note 7: Tenderer shall provide documentary evidence demonstrating to the satisfaction of the Government that the Vessel(s) with higher Contract Speed is a reasonable offer. The documentary evidence could be official sea-trial report of vessel(s) of the same make and model as those offered by the tenderer substantiating the higher Contract Speed or Tank-Test Report with Calculations.

The official sea-trial of the vessel(s) must be done by the tenderer in the presence of the vessel owner's representative and the report must be endorsed by the owner's representative and the tenderer.

The Tank-Test Report with Calculations means a test to obtain a new designed vessel's hull resistance against the speed by using a scale model. The test must be carried out by a research institute/laboratory which is a member of the International Towing Tank Conference (ITTC). The test report must be issued by the research institute/laboratory in according to ITTC's requirements.

Note 8: Mark(s) will be given to the Tenderer's proposal on optimization of the general arrangement of the Vessel(s) having regard to the following sub-criteria:

- Arrangement of the machineries and equipment to facilitate easy access for monitoring and servicing (M_{11} mark);
- Fenders arrangement to give adequate protection to the hull structure (M_{12} mark);
- The position of the seats for the coxswain, navigator and persons to give clear field of vision to facilitate their operational needs (M_{13} mark);
- Effective arrangement of the spaces for storing and securing the equipment to facilitate the operation's need (M_{14} mark);
- Easy access of Passageway on deck to facilitate the operational need (M_{15} mark);
- Effective mooring and anchoring arrangement to facilitate the operational need (M_{16} mark);
- Adequate Protection arrangement for persons onboard during intercepting operation (M_{17} mark);
- Effective arrangement of the search lights / flood lights to facilitate the operational need (M_{18} mark);
- Other items will be specified if deemed to be required for individual tender (M_{19} mark).

Note 9: Control/Display Console is a centralised work station with the instruments to control and monitor all the machineries and equipment. Mark(s) will be given to the Tenderer's proposal on optimization of layout of the Console having regard to following sub-criteria:

- Allow the coxswain to control the vessel easily (M_{20} marks);
- Allow the navigator to monitor all data for ship control and safe navigation effectively (M_{21} marks);
- Other items will be specified if deemed to be required for individual tender (M_{22} mark).

Note 10: Each sub-criteria as stated in Note 8 and Note 9 will be rated and marks according to following table.

Marking Yardstick

Rating	% of Maximum Mark to be given
Most Preferable	100
More Preferable	75

Preferable	50
Less Preferable	25
Not Preferable	0

- Note 11: The Technical Representative in Hong Kong is required to have an office in Hong Kong. The Tenderer shall provide the documentary evidence to the satisfaction of the Government to support the availability of the Technical Representatives in Hong Kong for the main propulsion engines and navigational equipment offered.
- Note 12: Mark(s) will be given to the Tenderer who has the Technical Representative in Hong Kong for the following navigational and communication equipment:
- Marine Daylight Viewing Colour Radar (M_{23} mark);
 - Fluxgate Compass (M_{27} mark);
 - Differential Global Positioning System (M_{25} mark);
 - Electronic Navigational Chart System (M_{26} mark);
 - Night Vision System (M_2 - mark);
 - Inter-communications System (M_{28} mark);
 - International Maritime Mobile VHF Portable Radio (M_{29} mark);
 - Other items will be specified if deemed to be required for individual tender (M_{30} mark).
- Note 13: The Tender that have passed Stages 1 and 2 and attained the highest total technical mark will be given the maximum weighted score of 30 for Technical Assessment and the score for the rest will be calculated in accordance with the Formula.
- Note 14: The lowest Total Purchase Price amongst all other Tenders that have passed Stages 1 to 2 will be given the maximum weighted score of 70 and the score for the rest will be calculated in accordance with the Formula.
- Note 15: The tender with the highest combined score will be recommended for acceptance. However, if it is in the Government interest to do so, MD reserves the right not to recommend the tender with the highest combined score.
- Note 16: All calculations of marks will be rounded to two decimal places for this item (e.g. figures at 0.005 or above but below 0.01 will be rounded to 0.01 while figures below 0.005 will be rounded to 0.00).

Remarks for the reference of Central Tender Board:

1. L_0 , L_1 , S_1 to S_3 , N_1 to N_4 and M_1 to M_{30} are variables and the actual figures will be included into each tender based on the results of the feasibility study or user department's requirements.
2. S_1 is the speed stipulated by the Clause 6.5 of Part VII.
3. Normally S_2 and S_3 will be set 1-2 knot higher than that of S_1 due to technology limitation.
4. Total marks of M_7 shall be the sum of M_{11} to M_{16} .
Total marks of M_8 shall be the sum of M_{20} to M_{22} .
Total marks of M_{10} shall be the sum of M_{23} to M_{30} .
5. Sub-criteria of Note 8, Note 9 and Note 12 are subjected to change depending on the equipment to be installed.